

# Flight Plan

Winter 2002

Washington State Department of Transportation

Aviation Division

## Annual State Award Nominations Needed

It is time for the nominations of the outstanding aviators of our state. In this issue of *Flight Plan*, we have included the categories of annual awards. The success of this admirable program depends on your input, so please spend a few minutes and nominate the individual you think is the most deserving in each category listed below.

Each year as a result of your input and nominations, a selection team names the individual who has contributed and given the most in their area of endeavor. The winners in each of



these categories will be named and honored at the Northwest Aviation Conference on February 23, 2002.

We all know someone who has given more to make aviation safer and to improve the industry. Please nominate that person ... they deserve it!

### Aviation Mechanic of the Year

This award goes to the A&P or IA who exhibits the highest level of professionalism in fairness, knowledge, and continuing education. This person will believe in and exhibit the desire for a strong positive reputation in customer service and honesty.

See Nominations Needed on page 8

## It's Showtime!

The stage is set and waiting for your arrival. The 2002 Northwest Aviation Conference and Trade Show is scheduled for February 23 and 24 at the Puyallup Fairgrounds. This year's show features the ever-popular Phil Boyer, who knows what there is to know on general aviation; Catherine Fish, one of AOPA's Air Safety instructors; Chas Harrel, renown safety instructor; Doug Ritter, survival and safety expert; Bob Warner from EAA; and David Anderson, with Transport Canada, Canada's FAA. And, as usual, throughout the weekend the popular seminars will take place, featuring sessions on sailplanes, float planes, ultralights, balloons, and the Flying Companion course.

With more vendors than ever before, your day will be jam packed as you see all the new gadgets and check out all the services and products. To complete your weekend, the Aviation Hall of Fame awards will be presented on Saturday along with a fantastic banquet. See inside for more details.

The Washington Aviation Association, the General Aviation News, the WSDOT Aviation Division, the Federal Aviation Administration, Northwest Region, and Galvin's Flying Service sponsor the Northwest Aviation Conference and Trade show. Come join us for this fun-filled, entertaining, and educational event.

See pages 5-7 for more details! ■

**NOTAM** to those planning on flying to Puyallup for the Trade Show. The CTAF / UNICOM frequency for Pierce County Airport (1S0) has been changed to 122.7. This is not reflected in the new AFD or the new Sectional. The old frequency is no longer being monitored. Always check NOTAM's before each flight, and be Safe!

## Dear Aviation Friends,

As I write this column at year-end, my first one for *Flight Plan*, we are in the midst of recruiting for a new Aviation Division director.

A distinguished panel (see box below) composed of different sectors of the aviation community interviewed candidates in November and a successful candidate should be on board soon after the first of the year. I look forward to working closely with the director to strengthen the role of aviation in our state's transportation system as well as continuing to advocate for recovery of general aviation after the September 11 attacks.

Since I became transportation secretary, I've learned a great deal

about aviation in our state and am proud of the work that the division has accomplished. Despite staffing changes in the office, the

division has managed to continue to provide services that are important to you – including flight instructor refresher and search and rescue clinics, providing technical advice to local government to assist in preventing airport encroachment, and making sure that

quality airport aid projects are delivered across the state.

Once again, the Aviation Division will be a sponsor of the Northwest Aviation Conference and Trade Show set for February 23 and 24,

2002, at the Puyallup Fair Grounds. This important event, along with the State Aviation Division Awards and the Aviation Hall of Fame awards, is the premiere opportunity for the general aviation community in our state to gather together to share ideas and experiences. Please mark your calendars and be there!

The legislative study to evaluate the advantages and disadvantages of removing the Aviation Division from the Department of Transportation will get underway in earnest in January. The division will support this effort by providing program and financial information to the legislative auditors over the next several months.

The Aviation Division has a full plate of programs and challenges – with your support and suggestions, staff will continue to provide much-needed services for pilots and other members of the aviation community.

Doug MacDonald  
Secretary of Transportation ■



Doug MacDonald

### Aviation Division Director Selection Panel Members

*Larry Adams*, President  
Washington Airport Management Association

*Al Banholzer*, President  
Washington Pilots Association

*Tom Green*, Director  
Link Transit, Wenatchee

*Jerry Richardson*, President  
Community Airports Association

*Jerry Lenzi*, Eastern Regional Administrator  
WSDOT

*Paula Hammond*, Chief of Staff  
WSDOT

### E-mail us!

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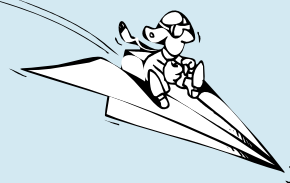
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Aviation Planner

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Receptionist



# Airport Aid Program Update

By Judy Giniger, Acting Aviation Director

Because there is so much interest about developments in the Airport Aid Program, I'm writing to give you an update on the funding outlook, pending airport grant awards, and to review the plans for the redevelopment of the airport aid program over the winter months.

## Funding Outlook

The most recent revenue forecast from Olympia shows that the current funding level for the airport aid program will remain secure at a total of \$2,575,000 for this 2001-2003 biennium. That amount is greater by far than any previous biennium and has allowed the Aviation Division to honor carry-over grant commitments from the 1999-2001 biennium and make over \$1,268,000 in new grant awards. Paula Hammond and I met with legislative transportation committee staff early December in Olympia to discuss the reduced revenue forecast and how that will affect the supplemental budget requests that the division will make. The revenue forecast for this biennium has been reduced by \$1.5 million. Because the current forecast is much reduced, at this time it is looking unlikely that there will be additional funds for the program. The one-page current airport aid budget summary distributed at the WAMA and CAA conferences is available on our web site or by contacting the Aviation Division at 206-764-4131 or 800-552-0666.

## Pending Grant Awards

Based on the current budget, the program has approximately \$269,000 available for grant awards over the rest of the biennium. The division has placed "on-hold" all grant applications that were received after the new biennium commitments were made last summer. One of the first tasks that the new airport aid manager will undertake is developing award criteria and funding priorities to guide the distribution of the Precious remaining \$269,000 so that you will know where your projects stand. We are looking for your input on what types of projects should receive funding priority in order to preserve the current system of airports and keep it healthy. We invite you to write and let us know what you're thinking so that your ideas can be incorporated into program guidelines. Our goal is to make awards as quickly as possible late this winter and early spring so that you will know whether your projects will be moving forward.

## Program Redevelopment

The new manager will have his or her hands full immediately. As noted above, one of the first tasks will be to set funding priorities with your input in order to preserve the system's health. In addition, the manager will quickly

begin working with DOT engineers and the public to develop general aviation airport standards and specifications to guide paving and other projects this next construction season. The manager also will be developing clear grant application and project development guidelines for implementation later this fiscal year. As you know, the division is in the midst of great change. With your support and input, we will be successful in continuing the flow of funds to airport projects and leveraging additional revenue sources wherever possible. Please call Judy Giniger, Acting Aviation Director, at 206-764-4131 or 1-800-552-0666 with your comments and questions.

## *Flight Plan*

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

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*Design by WSDOT Graphic Communications*

# Economic Impacts of Washington Airports

Aviation plays a major role in the state economy and while airports facilitate commerce, they also serve as economic engines and their direct, indirect, and induced benefits accrue throughout the rest of the community as well. Preliminary findings of the *2001 Aviation Forecast and Economic Analysis Study* conducted by Bucher Willis and Ratliff Corporation found the combined total for all airports in the system generated 171,311 jobs, over \$4 billion in wages and exceed \$18.5 billion in annual sales output.

The state aviation system plan contains 129 airports made up of commercial service and general aviation airports. In the 2001 analysis, general aviation airports, alone, generated 7,615 jobs, \$140,774,869 in wages and \$490,351,863 in total sales output.

## Aviation Activities

Airports permit the rapid transportation of passengers, cargo and mail. As well, much of the activity by small general aviation aircraft is for flight training, which enhances the State's pool of pilots, business travel, agricultural application and recreation.

In addition, there are other important roles that airports perform. For example:

**Commerce:** Transport of cancelled checks. (**Note:** One of the State's largest banks ships cancelled checks by air courier with 5 flights a day, 5 times a week.)

**Medicine:** Transport of blood products, pharmaceuticals, donated tissue and donated organs.

**Medevac:** Air ambulance service. In 2000, 757 emergency air transports occurred with most patients transferred by air due to major injury. Many other non-emergent flights occurred from rural locations to access specialized technology, lack of hospital beds or lack of nursing staff to facilitate patient needs.

**Search/Rescue:** Missing aircraft searches.

## Role of Rural Airports for Economic Health

The various roles and benefits of airports are well recognized for commercial service airports and urban general aviation airports. Less known is the benefit to state and rural communities provided by

rural airports. Rural airports are often small, found in isolated locations and are facilities with which much of the population have no direct experience.

Preliminary findings from the rural airport study, *Determining Infrastructure Needs for Rural Mobility* by Washington State University indicate greater reliance on rural airports for economic health than previously identified. For the three case study communities, Forks (forest product dependent economy), Omak/Okanogan (irrigated agricultural economy) and Goldendale/Dallesport (non-irrigated agricultural economy), research found consistent belief that rural airports are part of the basic infrastructure that is required for the health, safety and economic well being of the residents living in the communities.

To maintain economic viability, rural communities must maintain access to the urban centers of banking, commerce, law, engineering, medicine and other specializations. Rural airports are a means of access to the specialization found in metro centers and the most prominent example of this phenomena is found in the medical sector. With the consolidation of medical specialization concentrated in urban centers due to the high cost of new medical technology and the difficulty of recruiting and keeping personnel, rural hospitals must send many patients on to hospitals that can offer the specialists and equipment required by specialized treatment. Since many of the rural hospitals in Washington are Trauma Service Level IV, patients requiring treatment at Level I (most complex injuries) or a Level II hospital are transported to those facilities, often by air.

The research found airports, in several cases, to be a symbol of hope for rural communities fighting for their economic life. In some respects, it is impossible to quantify the value of these benefits yet they are real, even if not recognized, to the people who live and work in rural communities.

Contact Theresa Smith, Aviation Planning Manager, if you are interested in receiving a copy of the Draft reports.

The following table illustrates employment, wages and annual sales output for each category of Airport Reference Code. (See Explanation of Key Terms below.)

Airport Reference Code (ARC)	Employment	Wages	Sales Output
ARC A-I	1,422.9	\$27,099,773	\$95,137,980
ARC A-II	299.0	\$5,341,231	\$19,502,584
ARC B-I	2,732.9	\$47,430,414	\$169,334,475
ARC B-II	2,899.6	\$52,550,292	\$184,859,471
ARC B-III	632.6	\$13,711,450	\$47,737,185
ARC C-I	8.9	\$146,136	\$519,004
ARC C-II	534.1	\$11,391,760	\$33,386,332
ARC C-III	13,566.1	\$253,643,208	\$909,336,141
ARC C-IV	408.6	\$8,307,455	\$30,646,570
ARC D-IV	1,437.0	\$33,274,317	\$108,284,742
ARC D-V	147,311.0	\$4,629,053,112	\$17,009,533,197
Total	171,311.1	\$4,081,949,148	\$18,608,277,682

**Explanation of Key Terms:** The Airport Reference Code, or ARC identifies the highest performance aircraft the airport was designed for based on its approach speed and wingspan. Most small general aviation airports in Washington are categorized as ARC A-I, A-II, and B-I (single-engine aircraft); many urban general aviation airports are ARC B-II and C-II (turboprop and business jets); and most airports with commercial service (transport-category size aircraft) are ARC C-III through ARC D-V.

# 2002 Northwest Aviation Conference and Trade Show

## Speaker Schedule

### Second Floor, Pavilion

#### Saturday, February 23, 2002

- 10:00 a.m. Opening Ceremony and Awards
- 10:30 a.m. Chas Harrel
- 1:00 p.m. Phil Boyer, President AOPA
- 2:30 p.m. Catherine Fish
- 4:00 p.m. Catherine Fish

#### Sunday, February 24, 2002

- 11:00 a.m. Doug Ritter
- 1:00 p.m. Transport Canada
- 2:30 p.m. EAA, Bob Warner

## Sport Aviation Seminars

If you have any questions about any seminar, please call Scott Gardiner, FAA Flight Standards District Office, at (425) 227-2880.

#### Saturday, February 23, 2002

9:00 a.m. Ultralights – Expo Hall  
Sailplane Seminar – Museum of Flight  
*Contact Bob Chase at (425) 823-6501.*

99's Flying Companions Seminar – Best Western Park Plaza Hotel

*You must pre-register to attend the Flying Companions Seminar by contacting Marion Hartley at (206) 243-5472 or e-mail at [flyingcompaion@aol.com](mailto:flyingcompaion@aol.com)*

Balloonists – Best Western Park Plaza Hotel

*You must pre-register for the Balloon Seminars by contacting Mandy Johnson at (253) 630-0749.*

1:00 p.m. Floatplane Seminar – Expo Hall @ Fairgrounds

*Contact John Kitteson at (253) 582-3777.*

#### Sunday, February 24, 2002

Sailplane Seminar – Museum of Flight  
*Contact Bob Chase at (425) 823-6501.*

Balloonists – Best Western Park Plaza Hotel

### Spending the night in Puyallup?

Use this convenient list of Puyallup area motels:

Best Western Park Plaza  
9620 South Hill Park Place E  
Puyallup, WA 98373-1409  
(253) 848-1500

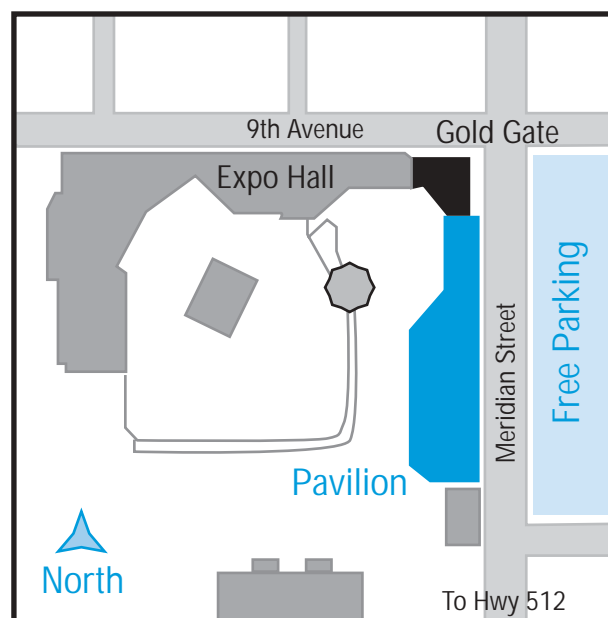
Holiday Inn  
812 South Hill Park Drive  
Puyallup, WA 98373  
848-4900

Motel Puyallup  
1412 S Meridian  
Puyallup, WA 98371  
(253) 845-8825

Northwest Motor Inn  
1409 S Meridian  
Puyallup, WA 98371  
(253) 841-2600

Tamarak Motel  
4<sup>th</sup> and W Main  
Puyallup, WA 98371  
(253) 845-0466

## Puyallup Fairgrounds Layout



This year's events again are being held in the Expo Hall and Pavilion. Enter the fairgrounds through the Gold Gate. There is plenty of free parking across the street in the fair-ground parking lots.



# 2002 Northwest Aviation Conference and Trade Show Speakers

Saturday, 10:30 am

## Chas Harral

Chas Harral is renowned for his gripping presentation on awareness and personal vigilance entitled *"The Color Code System."* This is no ordinary program! It is an experience! Chas identifies various states of mind that have a direct effect on our ability to function safely both on the ground and in the air. *"The Color Code System"* enhances the mental state appropriate for whatever circumstances we encounter and properly prepares us." This safety program is appropriate for all.

Chas has taught aviation safety courses across the United States including many Flight Instructor Revalidation Clinics. After discovering aviation in 1962, he became a flight instructor in 1963. He opened his own flight school in 1967, which eventually grew into one of the largest operations of its kind in the southwest. Chas has safely logged in excess of 13,000 hours of flight time, given 9,000 hours of flight instruction, and administered more than 5,000 flight tests for pilot certificates and ratings. ■

Saturday, 1:00 pm

## Phil Boyer

Phil Boyer, President of the Aircraft Owners and Pilots Association is returning for another visit. Plan to be here as Phil lets us know what's happening! What's good; what's bad; and more important, what you can do about it.

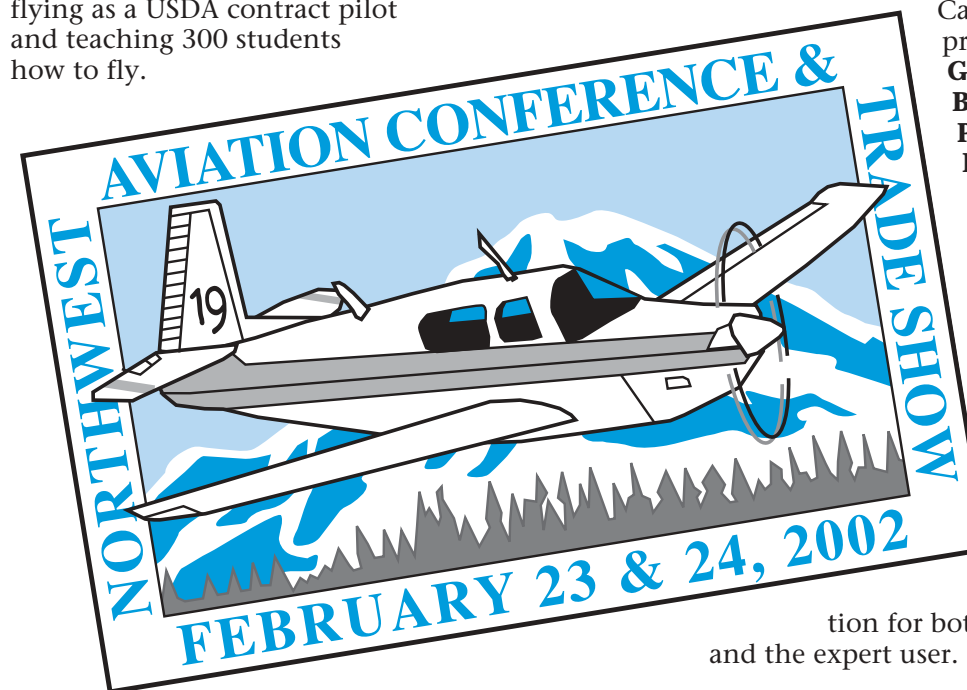
On January 1, 2002 Phil will be celebrating his 11th year as president of the 325,000+ members of AOPA. He is considered by many to be one of the most effective leaders and managers in the aviation community. Phil draws on his media background to let you know what's going on in the general aviation world.

Before coming AOPA, he had been the creator and prime reporter on ABC's Wide World of Flying, which started in 1987 and introduced Phil to pilots around the world. Previously, Phil held positions in television, including vice president and general manager of ABC's flagship stations WABC in New York and WLS-TV in Chicago. ■

Saturday, 2:30 pm  
and 4:00 pm

## Catherine Fish

Catherine Fish has taught motivating and entertaining aviation safety courses in all fifty of the United States and Europe. She is a seventeen-year National Accident Prevention Counselor. Flying since 1973, she is a certified single-engine, multi-engine, and instrument flight instructor. Her 6,000 hours of flight time include flying for a commuter airline, flying as a USDA contract pilot and teaching 300 students how to fly.



tion for both the novice and the expert user. ■

Catherine was the Professor of Aviation Technology at Cochise College for five years. She has been one of the AOPA Air Safety Foundation's favorite lead instructors for seventeen years, teaching four hundred Flight Instructor Revalidation Clinics, one hundred Pinch Hitters® Seminars and many other safety programs.

Catherine's presentation: **GPS Magic Box or Pandora's Box?** does more than present how handheld and panel mount GPS units work. Catherine teaches practical GPS skills and the common pitfalls of navigation for both the novice and the expert user. ■

Sunday, 11:00 am

## Doug Ritter

Doug's a professional freelance writer, editor, and Web site designer. His principal focus for magazine work is general and military aviation, marine safety, and survival. He has served as a contributing editor to *The Aviation Consumer* and *Aviation Safety* and as Safety and Survival Editor for *Practical Sailor*, and *Powerboat Reports*.

Doug's articles on land and water survival and aviation life saving equipment evaluations are included in the reference collections of the USAF Survival School and the National Search and Rescue School.

Doug's presentations include survival and specific survival equipment and supplies. He has spoken at many FAA sponsored seminars, the AOPA and EAA annual conventions as well as other aviation and boating association events, and to various survival and search and rescue related organizations. Doug not only educates consumers, but also improves the quality of safety and survival equipment they might someday need to rely on. ■

Sunday, 1:00 pm

## Transport Canada

In the year 2000, fifty percent of the total aircraft crashes occurring in British Columbia involved US registered aircraft flown by US certified pilots. **David Anderson** of Transport Canada (the Canadian equivalent of our FAA) will report on why, and will update us on how U.S. pilots did in 2001. David will also cover the subject of Flying to Canada, comparing similarities and differences in airspace and regulations. He will gladly answer any and all questions you may have on the subject. ■

Saturday: February 23 – 9:00 a.m. to 5:00 p.m. – Western Washington Fairgrounds, Puyallup, Washington – Sunday: February 24 – 9:00 a.m. to 4:30 p.m.

Sponsored by Washington Aviation Association The General Aviation News WSDOT Aviation Division Federal Aviation Administration – Northwest Region Galvin's Flying Service

## Nominations Needed

Continued from page 1

### Avionics Technician of the Year

This award follows the same criteria as the A&P award, but the recipient is proficient in all areas of avionics so that we can navigate and communicate.

### Fixed Base Operator of the Year

To be given this award, the FBO should be a full service business ... they should provide aircraft rental, maintenance, fuel, instruction, and charter. The FBO should be a business with the reputation of being strong in community support, professionalism, and one that offers an atmosphere where the positive benefits of aviation are obvious.

### Airport Manager of the Year

The airport manager of the year will be known for a positive attitude towards the airport and

stress the principal about how the airport fits into the statewide system. There will be a demonstration of pride in appearance, proper and progressive maintenance at the airport, and a manager who has built a reputation of leadership and community pride.

### Airport of the Year

The award will go to the airport that has made progress in improving the facility, in providing the best service, and in promoting safety. An airport that has taken steps to maintain and improve the utilization of the facility for the flying public.

### Aviator of the Year

This prestigious award is given to an individual who has contributed the most in several areas of aviation from instruction to search and

rescue, from airport management to community service. This person has gone far beyond what is normally expected to benefit the aviation community of our state.

### Air Search and Rescue

Given to the individual, not necessarily a pilot, who has contributed the most in working with our Air Search and Rescue Program.

### Certified Flight Instructor of the Year

This award goes to the individual who gives their absolute best to teach the theory of flight. This person should be a model teacher who cultivates the desire to become a pilot, and one who shows the way to build upon that desire to do the best we can do and continue the education process within aviation. ■

Please send your **WSDOT State Awards nomination(s)** with a brief comment and a daytime phone number to:

WSDOT Aviation Division  
8900 East Marginal Way South  
Seattle, WA 98108-4024

Please call in your nomination to 1-800-552-0666, or e-mail your nomination to [ginigej@wsdot.wa.gov](mailto:ginigej@wsdot.wa.gov). The deadline for the nominations is January 30, 2002.

Category

Name of Business/Individual

Comment

Aviation Mechanic of the Year

Avionics Technician of the Year

Fixed Base Operator of the Year

Airport Manager of the Year

Airport of the Year

Aviator of the Year

Air Search and Rescue Award

Certified Flight Instructor of the Year

Your name:

Daytime Phone:

Use another sheet of paper if necessary.

# Economic Impacts Post 9/11 Tragedy

by Theresa Smith

At the end of October, the Aviation Division conducted a survey of airport sponsors regarding the economic losses directly associated with the security provisions put in place following the tragedy of September 11<sup>th</sup>. While all airports and tenants contend with losses, those airports most affected were the Part 139 commercial service airports and general aviation airports within the enhanced class B airspace. On October 31, economic impacts were projected to exceed \$35,000,000 and since that time through revised projections and cost saving measures, economic losses are about half that amount.

On October 23, WSDOT Secretary Doug MacDonald requested assistance for financial relief to

those small aviation businesses greatly impacted by the security restrictions. "The health of Washington's aviation system contributes to the health of our national aviation system. Airports generate 124,473 jobs and \$3,580,455,422 in annual wages for Washington State. National security is paramount in the minds of our customers and increased security measures mark a new way of life. However, we urge consideration of balance in security requirements and their application consistent with potential local threats," MacDonald wrote.

The Enhanced Class B airspace restrictions affected operations for over 5,000 aircraft at most airports

in the Puget Sound Region which is home to over half of the total based aircraft in the state. MacDonald continued, "We are committed to work with you to seek solutions to the economic hardships our aviation customers face. We will not be deterred by the unfortunate security changes in our aviation system. We will tirelessly strive to promote economic stability and growth for Washington's airports."

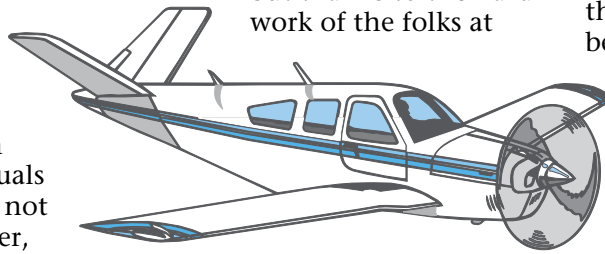
At present, Congress is considering H.R. 3347, the General Aviation Repairs Act of 2001, to offer economic relief in the form of direct grants and federal loan guarantees to general aviation businesses as a result of the terrorist acts of September 11<sup>th</sup>. ■

## Mountain Flying Clinic Held

By Karl Moore

Undaunted by the events of September, the general aviation community managed to prevail. The 2001 state sponsored Mountain Flying Clinic, originally scheduled for September was rescheduled and held in October. Of the 146 individuals who signed up, many could not make the new dates. However, thirty pilots did get a chance to fly and numerous others drove in for the Seminar portion. On Saturday we encountered poor weather, a forest fire, and limited ramp space due to security constraints and

fresh blacktop. There seemed to be plenty of reasons to cancel again, but thanks to the hard work of the folks at



Wings of Wenatchee and WASAR, we pressed on and had a great time. The primary reason for this

program is to increase knowledge and skills for the ordinary pilot who some day will venture into the high country. It was all about being safe and not becoming a statistic. Next year's event is scheduled for September and you do have to sign up in advance – no walk-ins. It is also mandatory to be a state registered pilot and have your plane registered with the state. Some folks discovered how serious we are about this. ■





## FAA AIR-21 Funding Set for Pavement Maintenance

by Theresa Smith

AIR-21 stands for the *Wendall H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century* that reauthorized the Federal Aviation Administration (FAA) budget through FY 2003 including the new Non-Primary Entitlement funding for general aviation airports.

For the first time, AIR-21 sets aside grant funds for pavement maintenance at general aviation airports listed in the National Plan of Integrated Airport Systems (NPIAS). For Federal Fiscal Years 2001-2002 (October 1, 2000 through September 30, 2002), available funding is based on FAA's partial assessment of general aviation maintenance needs determined in 1998.

In our state, eight smaller general aviation airports have funds set aside for pavement maintenance projects: Chelan, Colfax, Davenport, Hoquiam, Ione, Sunnyside, Toledo, and Wilbur. In addition, 18 airports that historically receive federal funds also received AIR-21 funds including Arlington, Auburn, Bremerton, Skagit Regional, Deer Park, Bowers Field, Ephrata, Snohomish County (Paine Field), Kelso-Longview, Olympia, Omak, Prosser, Pierce County – Thun Field, Renton Municipal, Richland, Felts Field, Tacoma Narrows, and Pearson Airpark. AIR-21 funds for Washington State total \$2,919,310.

The Non-Primary Entitlement

funds are specifically for routine work to preserve and extend the useful life of runways, taxiways, and aprons at general aviation airports. Eligible projects include seal coat, joint sealing, fog seal, overlay, patching, marking, cleaning drainage facilities, and fencing. FAA allows state highway specifications for eligible pavement work.

Whitman County Airport in Colfax combined FAA AIR-21 funding with WSDOT Local Airport Aid Funding to complete runway rehabilitation work. The remaining new recipients of federal funds elected to carry their allocation forward to the 2002 construction season. ■

## Got Your 2001 Pilot's Guide?

by Karl Moore

During the past 18 months, the Aviation Division staff has been working on updating the blue 1998 edition of the *Pilot's Guide to Washington Airports*, and there were changes on almost every page.

The new guides will be mailed to the address that you have listed in our registration database. If you have not received your *Pilot's Guide* yet, contact the Division. Your annual registration dues help fund this guide. After you get your guide, please note any errors and let us know so we can document them. Changes occur weekly, and if you buy the FAA's AFD every 56 days, you know what we mean. ■



## SAR Statistics Show Improvement

by Karl Moore, Search and Rescue Coordinator

This past year has been an opportunity to excel for our volunteers. Each Air SAR mission has resulted in a find, and each was accomplished within 24 hours of notification. The quality, teamwork and dedication of our WASAR, CAP, and County sheriff Department volunteers are the prime reason for this success rate, and one we can be very proud of.

The Air Force, Army, Navy, Guard, and Coast Guard are all part of this team, and the support they extend to us may be under rated but never under estimated. Thank you!

Now is the time for each and every volunteer to take a look at their Air SAR card and check the expiration date. The cards are issued for a two-year period. To renew, you must have participated in a real mission or a practice mission during the 24-month valid period. The only other option to renew is to attend an ASAROC training class. It is important to understand that you cannot participate in an actual Search if you are not qualified or current. We are enforcing the rules – it is for the safety of all concerned. With almost 900 volunteers in the database, it is not feasible to call each expiring individual, so I ask that you decide if you still want to be a participant and request a renewal form from this office when you approach the end of the valid period. ■

## Fourth Annual Washington State Aviation Hall of Fame

On February 23, 2002, the Fourth Annual Washington State Aviation Hall of Fame will kick off. This special evening will take place at the Puyallup Fairgrounds in conjunction with the Northwest Aviation Trade Show. This year, the sponsors of the Hall of Fame are the Washington Airport Managers Association, the Washington Aviation Association, and the Community Airports Association. The induction of nominees will follow a prime rib banquet and a presentation by special guest, Chas Harral. Chas has collected a wealth of humorous aviation stories in his twenty years as an FAA designated pilot examiner for his entertaining program, *As The Examiner Sees It*.

This prestigious evening is to honor those in the aviation industry who have contributed to a rich aviation history in Washington State. A selection committee, made up of Northwest aviation industry representatives, chooses the inductees.

The recipients for the 2002 Hall of Fame Induction are Ralph "Slim" Lawson, founder of Spanaway Airport, longtime instructor and FAA examiner, past "Pilot of the Year" by Washington Pilots Association and at age 80, still seen at



the airport; Lana Kurtzer, founder of Kurtzer Flying Service in 1928 and the Lake Union site in 1931, with 36,000 hours in his 63 logbooks, WWII military pilot trainer, and FAA examiner for float planes for twenty-five years; David Sclair, owner of the General Aviation News, who has received many

national and regional awards as a very strong supporter of general aviation, and one of the original founders of the Northwest Aviation Trade Show; Orville Tosch, founder of Tosch Industries at Tacoma Narrows, known around the world as one of the best aviation mechanics, and as a restorer of rare aircraft, he also flew a PBY around the world; and Don Norris, one of the founders of the Northwest Flyer, head of Clover Park Flight School for over thirty years, the first president of the Washington Pilots Association.

Reserve your tickets by phone toll free at 1-866-922-7469, locally at (253) 288-2304 or email Rachel Hansen at [banquetinfo@washington-aviation.org](mailto:banquetinfo@washington-aviation.org). Tickets for this great evening and banquet are a very affordable \$30.00. This will be the aviation event of the year, be sure to call early and get your tickets.

### Previous Hall of Fame Inductees

#### 1999

Charles D. McAllister  
Charles L. Gross  
Clyde E. Pangborn  
James L. Kieran  
Robert B. Munro

#### 2000

Waldo S. Olson  
Roy V. Franklin  
Barbara A. Biehl  
Malcolm J. McIver  
James B. Galvin

#### 2001

Vernon C. Mitchell  
Peter K. Bowers  
Illovene N. Potter  
Les Mills  
Moulton B. Taylor

# Education Opportunities

These are the opportunities scheduled as of December 2001, all are subject to change. Check our home page at [www.wsdot.wa.gov/aviation](http://www.wsdot.wa.gov/aviation) for updates.

## Search and Rescue Training

<i>Date</i>	<i>Class</i>	<i>City</i>
March 23-24, 2002	ASAROC Part One	Washougal
April 21, 2002	ASAROC Part Two	Seattle
May 4-5, 2002	SAR Practice Mission	Snohomish
May 18-19, 2002	State SAR Conference	Skamania
June 8-9, 2002	ASAROC Part One	Moses Lake
August 10-11, 2002	ASAROC Part One	Pullman
August 17, 2002	ASAROC Part Two	Spokane
September 7-8, 2002	Mountain Flying Clinic	Wenatchee
October 12-13, 2002	SAR Practice Mission	TBA
December 7-8, 2002	ASAROC Part One	Skagit



## Flight Instructor Revalidation Clinics

<i>Date</i>	<i>City</i>	<i>Date</i>	<i>City</i>
January 5-6, 2002	Fife	November 16-17, 2002	Seattle
September 14-15, 2002	Spokane	January 11-12, 2003	Tacoma

## Aviation Mechanic's Clinics

<i>Date</i>	<i>City</i>	<i>Hotel</i>
March 2, 2002	Tacoma Area	tbd
March 9, 2002	Spokane	Ramada Inn

